

A HISTORY

OF

Tybee Island, Ga.

And a Sketch of the

Savannah & Tybee R. R.

BY

B. H. RICHARDSON,

SAVANNAH, GA.

PRESS OF SAVANNAH TIMES PUBLISHING COMPANY
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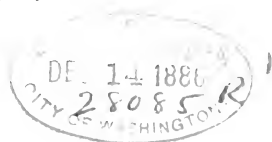
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AS A TRIBUTE
TO THE
ENERGY, FORESIGHT AND PUBLIC SPIRIT
OF
CAPT. DANIEL G. PURSE,

PRESIDENT OF THE SAVANNAH AND TYBEE RAILROAD,

Manifested in the grand enterprise which has linked the Forest City to Tybee Island—the South's Long Branch—with bands of steel, this little sketch is dedicated with the esteem and friendship of

THE AUTHOR.

SAVANNAH, GA., December, 1886.

THE SOUTH'S LONG BRANCH.

A MAGNIFICENT SEASIDE RESORT — ATTRACTIONS FOR STRANGERS, RECREATION FOR ALL—A SUMMER RESORT WITH ALLUREMENTS FOR WINTER TOURISTS—A SKETCH OF TYBEE ISLAND, GA., 12½ MILES FROM SAVANNAH, AND 18 MILES TO THE EXTREME SOUTHERN END—HISTORICAL INCIDENTS — REMINISCENCES — FORTIFICATIONS—PICTURESQUE SCENERY, PURE WATER, PERFECT DRAINAGE, AMPLE HOTEL ACCOMMODATIONS—A RAILROAD FROM THE FOREST CITY, THE SEAPORT OF THE EMPIRE STATE OF THE SOUTH, TO THE SEA—A GIGANTIC ENTERPRISE CONCEIVED AND SUCCESSFULLY ACCOMPLISHED BY CAPTAIN D. G. PURSE, A PROMINENT CAPITALIST AND CITIZEN OF SAVANNAH.

B. H. RICHARDSON.

Within the past twenty years, particular attention has been directed to the South, especially in the North and the West; and hundreds of thousands of the representative people of these sections have been attracted to its sunny clime in search of recreation and health, and particularly in winter, from a desire to escape the rigors of their own climate. Naturally, this annual inflow of strangers has acted as a stimulus upon the Southern people, and with the purpose of encouraging it they have exerted their best efforts.

The tide of travel has been particularly directed to Georgia and Florida, and Savannah, the chief seaport of the Empire State of the South has been the Mecca to which thousands of these pilgrims have wended their way. While hundreds have remained in that lovely city but a few days, thousands more have been charmed by its picturesque beauty and have lingered longer.

For health seekers and tourists few cities offer greater attractions in the South than Savannah, with its lovely squares and parks, its monuments, its handsome churches, its superb Art Gallery and Historical Society Library, Hospitals, Infirmaries, Masonic Temple, Odd Fellows Hall, and other Society Halls and Military Armories, and it is not surprising, that with its equable climate, its unsurpassed transportation facilities and its grand market, from which are supplied not only the products of Southern soil, luxuries of its waters such as fish in every variety, oysters, clams, crabs, and shrimp, but the choicest articles of the Northern and Western markets. Savannah, therefore, is popular with those seeking health and recreation. With all these advantages, however, there was something lacking to fill the full measure of the desire, not alone of the stranger, but those to the "manner born."

New York has her Long Branch, New Jersey her Cape May, Maryland her Eastern Shore, Rhode Island her Nantucket, and Savannah, equally fortunate, scarcely realized that she had at her arm's length, as it were, an Island with attractions and resources capable of development that would compare favorably as a pleasure resort with any of the places named. It remained for an energetic citizen, a man of broad views, nerve and determination, to grapple the situation, conceive the scheme from which would be evolved a plan for utilizing the resources of this island, and develop it into a resort that would prove attractive alike to the summer health and pleasure seekers nearer home, as well as the tourist and invalid from the bleak North. This man was Captain D. G. Purse, and what he has secured to the people of interior Georgia and her sister Southern States, who seek the sea coast during the summer for health and recreation, as well as for the enfeebled invalid, and the wealthy pleasure tourist from the North in winter, is told briefly within these

pages, in which narrative the writer has endeavored to present a truthful yet graphic description of the "Long Branch of the South,"

TYBEE ISLAND.

Tybee, far famed, delightful Tybee, whose shores are laved by the bounding billows of the broad Atlantic, is the most important link in the chain of islands which fringe the South Atlantic coast from Charleston to Fernandina.

It is at the entrance to the harbor of Savannah and within its road-stead vessels find safe anchorage during the most tumultuous storms. In 1874 the island first came into prominence as a fashionable seaside resort, and grew rapidly in favor, and it would have been to-day, what it is hoped to make it in the near future, but for want of perfect connection with the main land. This drawback is being rapidly removed by the Railroad now in process of construction, connecting the Island with Savannah, which will reduce the time of the trip from two hours to thirty minutes.

THE SETTLEMENT OF THE ISLAND.

The most careful research has failed to fix definitely the exact time of the settlement of Tybee, but it would appear from the best information that at an early period in the life of the Georgia colony the Island was peopled, though not very thickly settled. It is highly probable, however, that it was occupied a short time previous to the settlement of Savannah by people from the neighboring South Carolina Islands.

THE FIRST PRAYER ON TYBEE.

One of the most interesting and note-worthy incidents in connection with the history of Tybee is that upon its soil the Rev. John Wesley, the founder of Methodism in America, uttered his first

prayer in Georgia. Every reader of history will recollect what was called "the great embarkation" from England which left the port of Liverpool in December, 1735. Prominent among that company were John Wesley, David Nitschmann, Sr., a venerable Moravian Bishop, who had suffered persecution, imprisonment and almost death in Germany, and who was now leading another colony of Moravians to join their brethren already settled near Savannah. It was indeed a rare company. They had been out for fifty-seven days, crowded together in small ships, when their hearts were gladdened by the sight of Tybee; they felt that their long and dangerous voyage was ended, and disembarking safely on the Island immediately their hearts were uplifted in thankfulness to the Creator for the preservation of their lives. What a spectacle it must have been, that the beach at Tybee presented on that calm Sunday morning in February, 1735, when the Rev. John Wesley, surrounded by these people, who were seeking in the new world relief from oppression and persecution, and the enjoyment of their religious convictions, on bended knees and with bowed heads, gave utterance to words of adoration and thankfulness to the Almighty, who had safely brought them "to the haven where they would be."

THE LIGHT HOUSE.

As early as 1733 a light-house, to rise ninety feet above the surface,—was by direction of General Oglethorpe, begun near the northern end of Tybee Island, and a guard was there posted. It was intended for the guidance of vessels entering the Savannah river. Moore informs us that "this beacon was to be twenty-five feet square at the base, ninety feet high, and ten feet each way at the top."

It was to be constructed "of the best pine, strongly timbered, raised upon cedar piles and brickwork round the bottom."

He adds that, when finished, it would be "of good service to all shipping, not only those bound to this port, but also to Carolina, for the land of all the coast for some hundred miles is so alike, being all low and woody, that a distinguishing mark is of great consequence."

Much delay occurred in the completion of this structure, and appropriations were made from time to time, during the colonial epoch, for its repair. A plate of this tower is in the Public Record office in London, and a small engraving of it may be seen at page 88 of Harris' Memorials of Oglethorpe. In the course of time this beacon fell unto ruin and was, in later days, supplanted by the substantial light-house constructed under the auspices of the General Government.

THE ESCAPE OF GOVERNOR WRIGHT.

It will be remembered that after his escape under cover of night by way of Bonaventure from Savannah, Governor Wright took refuge on board the British fleet then lying in Tybee Roads. Subsequent to the demonstration by Barclay and Grant, in March, 1776, against the rice-laden vessels lying at the wharves at Savannah, and when the expedition had returned to its anchorage at the mouth of Savannah River, Governor Wright, the officers of the fleet, and the King's soldiers frequently went ashore on Tybee Island and utilized for their comfort and enjoyment the houses there situated. This the Republican Council of Safety determined to prevent by the destruction of those edifices.

Accordingly, an expedition consisting of riflemen, light infantry, volunteers and a few Creek Indians—led by Archibald Bulloch, on the 25th of March, 1776, made a descent upon the Island and burned every house except one in which a sick woman and several children were found. Two marines from the fleet and a Tory were killed, and one marine and several Tories were captured. Although the Cherokee man of war and an armed sloop kept up an incessant fire, the "Rebel" party,—consisting of about one hundred men,—sustained no loss, and returned to Savannah in safety having fully executed the prescribed mission.

After the capture of Savannah in December, 1778, by Colonel Campbell, the British constructed a fort near the light-house on the northern extremity of Tybee Island. It was an earth-work, covered now by the site purchased by the United States Govern-

ment in 1874 for a heavier defensive work; was designed to guard the entrance into the Savannah River, and was armed with a twenty-four pounder gun and an eight and a half inch howitzer. With these guns the English endeavored to intercept the entrance of the French Squadron, under Count d'Estaing, in September, 1779.

As soon however, as a detachment of French troops was thrown upon the Island, Fort Tybee was precipitately abandoned, and the garrison retreated upon Savannah.

THE MARTELLO TOWER.

One of the most notable and conspicuous objects on the Island, which is viewed with much interest by visitors, is the Martello Tower standing prominently forth on the northern extremity in proximity to the light-house, and supposed to be the work of the Spaniards before Oglethorpe's time. It is a curious looking structure of tabby, a concrete of oyster shells and lime, in an excellent state of preservation, very substantial in appearance. There is little data obtainable in reference to its history, but its formation and the character of its interior corroborate the generally conceived impression that it was built in the early part of the last century, designed to prevent hostile ascent of the Savannah River, and was used as a kind of Fort. It commands a good view of the channel and was evidently constructed with that special purpose.

AN INTERESTING INCIDENT OF THE FIRST REVOLUTION.

Among the many interesting historical memories which cluster around Tybee, is that of its being the scene of the first capture of a British vessel by an American commissioned man of war, in the early days of the struggle of the American colonists. On information received in the Spring of 1775 that a ship had sailed from London with a large supply of powder and ammunition for the use of the Royalists at Savannah, the authorities

of Carolina despatched forty armed men in barges to intercept her before she entered Tybee Roads. Meanwhile a British armed schooner had reached Tybee with instructions to protect the powder ship on her arrival and cover the safe delivery of her cargo. This movement coming to the knowledge of the provisional Government of Georgia, prompt action was decided upon. A schooner was armed and commissioned and placed under the command of Captains Bowen and Joseph Habersham with instructions to run off or capture the British armed vessel at Tybee. On the approach of the American schooner the British schooner stood out to sea, and the American lay off Tybee. On the 10th of July, 1775 the powder ship appeared in the offing, but suspicions being excited on board, her Captain [Maitland] tacked and put to sea again.

The American schooner pursued, and with the aid of the South Carolina barges, previously mentioned, captured her and secured sixteen thousand pounds of powder, nine thousand pounds of which fell to the share of Georgia. Five thousand pounds of this powder was sent to the patriots near Boston, Massachusetts.

THE FIRST BOMBARDMENT

ever heard on this Island was in September 1779, when the English garrison at Fort Tybee was dislodged by the French and forced to flee. The French fleet which was coming to the assistance of the Georgia Colonists had been somewhat scattered by rough seas and high winds, but was entirely united on the 4th September, 1779, and proceeded to Tybee; on the 9th September, Count D'Estaing aboard the Chimere accompanied by three other frigates, forced a passage across the bar of the Savannah River.

Upon the approach of these war vessels, the English fleet consisting of four ships, a galley and several small craft which had been lying in Tybee Roads, weighed anchor and retired to Five-Fathom Hole, just below Savannah; and from Fort Tybee, as heretofore stated, an ineffectual fire was opened upon the French squadron; a detachment of troops was thrown upon the island and the Fort was immediately abandoned by its garri-

son, which succeeded in effecting its escape. After occupying the island during the night and finding it entirely deserted by the enemy, the detachment was withdrawn the next morning.

CONFEDERATE OCCUPATION.

During the civil war the island was again fortified and occupied as a garrison ; the Confederate troops taking possession on the 13th April, 1861. These troops comprised the 1st Georgia Regulars, under command of Major [afterwards Brigadier General] William Duncan Smith, and garrisoned the Island until 17th July, 1861, when they were ordered to Virginia and were relieved by the First Volunteer Regiment of Georgia, under command of Colonel Hugh W. Mercer, subsequently Brigadier General. The island remained thus garrisoned until November 13th, 1861, when it was evacuated, the move being hastened by the capture of Port Royal by the Federal Army, rendering the position of the garrison insecure and liable at any time to capture or isolation. The two eight inch columbiads which had been used for its defense were dismounted and transferred to Fort Pulaski, where they were placed in position, and did good service in its subsequent bombardment. Sometime after the Confederate evacuation of Tybee it was occupied by the Federal forces and made the base of their operations in forcing the surrender of Fort Pulaski and its garrison.

SELECTED FOR A GOVERNMENT FORT.

Thus from its earliest known history Tybee has been a conspicuous factor in the military annals of the State and Union, and its importance as the key to the defences of the coast and the river approaches on every occasion so clearly demonstrated, attracted the attention of the General Government, and in 1874 purchase was made of a tract forming and constituting the northeasterly point of the island with Tybee light near the center of the tract containing 210 acres. The northeast shore of this reservation was protected in 1882 from the inroads of

the sea by three spur jetties composed of big mattresses overlaid with brush and loaded down with stone. After the purchase plans were prepared under the direction of General Gillmore for heavy defensive earth works to be constructed on the north point of the tract for the double purpose of preventing the occupation of Tybee Roads by hostile forces, and defending the channel of approach to the Savannah river. Nothing definite has been done in regard to these plans, but there is no doubt that the advantages for the protection of our coast offered by the site selected on Tybee, and the agitation of coast defense brought into prominence by the late distinguished statesman Hon. S. J. Tilden, will result ere long in securing action on the part of the Government and the building of modern fortifications, on the plans of Gen. Gillmore, thus adding another attraction to the Island.

DEVELOPMENT OF THE ISLAND.

I have briefly sketched in the preceding pages important incidents connected with the settlement and history of Tybee, which are of general interest, prior to the purchase of the greater portion and controlling interest in the Island in 1885 by Captain D. G. Purse, its present owner.

Captain Purse upon taking possession of the Island after his purchase in April, 1885, found a very discouraging condition of affairs, well calculated to deter a less determined will from entering upon the work of restoration. After the violent storm of 1881 that did so much damage at Savannah, on Tybee and along the South Atlantic coast, Tybee experienced for a season a loss of its extreme popularity of the previous seasons, though it was the first storm to do any serious harm on the Island since 1804, eighty years before.

DRAINAGE.

It was a popular theory too that after the storm the health of the Island had been adversely affected because of the destruction or choking up of its drainage. It is true the *perfect* drainage of the Island may have undergone deterioration, but Captain Purse, in his efforts to fully restore the reputation that the Island enjoyed prior to and in 1881 up to the time of the storm for perfect healthfulness, found a more deep-seated and pernicious cause of unhealthfulness to combat, than defective drainage, which, if irremediable, would have effectually defeated the plans he had conceived for the Island's development. Thorough drainage under all conditions is an essential to the healthfulness of any locality and particularly is this the case in our semi-tropical latitudes. Fortunate is it for Tybee that nature has provided a system of drainage for the Island that leaves but little for science to do in bringing it to perfection, and this was accomplished under the auspices of the late Tybee Improvement Company. The in and out flow of several salt creeks, free from the contamination of fresh water streams, with a series of ditches, at each receding tide relieves the Island of all surface water.

ARTESIAN WELLS.

Just before his purchase on Tybee Island, Captain Purse at his individual expense had demonstrated the possibility of procuring in Savannah, at a moderate cost, a supply of artesian water of the very purest character, in a well bored in the southwestern portion of the city. Prior to this attempt the experience of Charleston, so little removed from Savannah, had predisposed our people to think their experience would be equally unsatisfactory and expensive, and indeed the first announcement of the success of the first well was discredited in Charleston, and made the subject of an editorial in the *News and Courier* of that city, against the possibility of a flow of pure artesian water being obtained at 500 or 600 feet depth. Thus it was that the drinking water supply of Tybee engaged the earliest consideration of its

owner, the result of analysis proving the water then in use to be of the most deleterious composition. Captain Purse immediately contracted with the Messrs. Mulligan who had bored so successfully his Savannah well, to go at once to Tybee and bore a well near the Ocean House for the supply of that hostelry. Arrangements were made for going down one thousand feet if necessary, but a vein of the purest artesian water was struck through a two inch pipe at a depth of two hundred and forty feet, which lifted the water nearly fifteen feet above the surface of the ground, within six hundred feet of the surging billows of the Atlantic Ocean, and made this experiment a greater success than the one in the city.

The effect of this experiment upon the sea islands of the coast cannot be over estimated in their future healthfulness, for their greatest peril in the past has been from bad water. Nor can too much praise be accorded to Captain Purse for this noble contribution to the relief of suffering humanity, which he successfully pushed to a perfect consummation, nothing daunted by the prediction of pessimists.

Two more wells quickly followed the success of the first (at about the same depth,) with same flow and quality of water—the second well at the north end of the Island near the steamboat wharf exhibiting the peculiarity of rising and falling with the tide in its flow, but unaffected by it in quality, as shown by analysis. The three wells now afford an abundant supply of the purest water to Tybee, and the effect upon the health of the residents of the Island since it was substituted for the well and pump water drawn from shallow depths, (deep wells having been too *pronouncedly* brackish) is extremely marked, has permanently removed every cause of disease from the Island, and entitles Tybee to rank in healthfulness among the first of sea side resorts on the entire Atlantic front, the year round. Complete analyses of the water have been made by Prof. C. F. Chandler, Ph. D., New York, Prof. G. A. Leibig, Ph. D., Baltimore, Md., Prof. H. C. White, State Chemist, Athens, Ga., and Prof. Chas. U. Shepard, Jr., Charleston, S. C., each of whom as the result of their examination pronounce it *perfectly* pure potable or drinking water. The latter, Prof. Shepard, of Charleston, S. C., who has had an extensive experience in analysing artesian waters, pro-

nounces the water of the Tybee wells the purest of any specimens of artesian water he has ever examined.

The full analyses of these distinguished scientists will be found at the end of this sketch.

A GRAND BEACH

which has been pronounced far superior to that of Cape May extends a distance of five miles from the steamer's landing at the north portion to the south end, and is as smooth as a marble floor. The beach makes a magnificent and solid roadway and commands a complete view of Tybee Roads and the ocean throughout the entire length, affording a drive which can scarcely be surpassed for exhilaration and enjoyment. Daily the grand ocean, with each succeeding tide, strews the beach with tributes from its mysterious depths, in the shape of myriads of beautiful shells of every form and description ; pebbles and peculiar fish formations ; and the collecting of these curiosities constitutes one of the most enjoyable pleasures of the visitors to the Island—and "gathering shells by the seashore," which to many, has been only a beautiful idea, becomes a pleasant reality. Many of these shells are of rare and unique form and appearance, and are worthy of preservation as souvenirs and mementos.

During the season, this beach presents a scene of rare attractiveness and beauty, rivaling in a measure the panoramas of life and beauty which render Long Branch, Newport, Cape May and Nantucket renowned,—and in the near future when full fruition crowns the plans already inaugurated and in process of execution, Tybee will rank among the most noted of the pleasure resorts of the country.

ITS PICTURESQUENESS.

The beach however, is not the only attraction of the Island, which throughout its extent is of a peculiarly picturesque character; that portion bordering the beautiful clear creeks, which flow into the ocean at the south end of Tybee Inlet constitutes a beautiful forest, which is the home of the feathered songsters of the South, the nimble rabbit and the frisky squirrel, wild beasts and reptiles are banished from its shady seclusion, and the narrow walks known as bridle paths, favorite promenades with the ardent and sentimental, not unfrequently become the path to a bridal. This woodland, destined to be one of the most desirable portions of the Island, is already mapped out into building lots, and will be dotted with innumerable cottages.

Residents on the South End of the island have the choice of surf or still water bathing, as the ocean and the creek are equally accessible. The creeks in and about the Island which are so convenient, may properly be termed

THE ANGLER'S DELIGHT,

as they literally teem with fish, from the fine bass to the tender delicious perch. The fishing immediately about Tybee is superb, and in season numerous hauls are made by seine, by those who derive their livelihood from the treasures of the deep, whilst the zealous disciple of Walton is equally as fortunate with rod and tackle. Oysters are also abundant, are of a peculiarly delicious flavor, and popular in the market; crabs and shrimps are plentiful in season, and indeed those who seek pleasure and recreation in piscatorial pursuits can find enjoyment *ad libitum*.

MAMMOTH TURTLES.

Tybee is noted, also, for its monster turtles, and "turtle hunting" is a popular pastime with the residents and visitors. These turtles come on shore at various intervals to deposit their eggs

and frequently nests have been discovered with two or three hundred eggs. The discovery of a nest is evidence that a big turtle is not far off, and the searchers generally overtake the monster, slowly and awkwardly ambling along the beach to or from the water, stop her progress and turn her over on her back, in which undignified position, with fins flapping and head protruding and receding, she is left until arrangements are completed for her removal.

Just above Tybee and in full view is Cockspur Island, upon which is located

FORT PULASKI

which figured conspicuously in the late civil war.

This tract of land was conveyed to the United States, by Alexander Telfair, by deed, dated March 15th, 1830, and comprises the whole of Cockspur island, (except twenty acres on the eastern side, which had been reserved for public use by the British Government) and is said to contain one hundred and fifty acres.

Jurisdiction was ceded to the United States by the act of the Legislature of the State of Georgia, approved December 22nd, 1808. It appears that the eastern end of the island [twenty acres] was reserved by the British authorities in 1758 or 1759, and was afterwards occupied by a British work called Fort George.

On February 6th, 1844, General J. G. Totten, chief engineer, addressed a letter to the Secretary of War in which he set forth the chain of transfers of the island, less the twenty acres reserved, and stated that it was presumed that the title to the twenty acres became vested in the State of Georgia, upon the separation of the colonies from the British Government; that there was no evidence of any direct cession of the same to the United States, and recommended that application should be made to the Legislature of Georgia, through the Governor, for a cession thereof. An extract from a letter from the Governor of Georgia to the Secretary of War, dated February 13th, 1844, shows that the Secretary of War sent a communication to the Governor dated February 8th, 1844, requesting the cession recommended by General Totten,

which the Governor promised to lay before the Legislature at its next session. It is not known what further action, if any, was taken in the matter.

The building of the present Fort Pulaski was commenced in 1829 and was completed a few years after, when it was garrisoned by the United States troops, and has been continuously occupied except for a brief period during the late war when held by the Confederates.

The Fort was taken possession of by the Georgia troops, early in 1861, and so occupied until after the capture of Tybee Island and the advance of the Federal batteries. The bombardment of the Fort was commenced on the 10th April, 1862. Previous to opening fire Major General Hunter of the Federal army, dispatched an officer in an open boat, bearing a flag of truce, with a summons to the commanding officer at Fort Pulaski to surrender; to this Colonel Olmstead commanding the Fort, replied laconically "I am here to defend the Fort, not to surrender it."

Upon the receipt of this reply by the Federal commander, orders were issued for the commencement of the bombardment which was severe. The 11th April, at noon the fort was found to be badly damaged, in momentary danger of the magazine being exploded; all avenues of escape for the garrison cut off, a surrender was determined upon and the Fort capitulated that day.

After the Federals took possession of the fort, the damages to the casemates, etc., were at once repaired. The garrison was withdrawn shortly after the close of hostilities and only a sergeant left in charge. The fort is in full view of the steamers plying the river, is an object of interest to all strangers, and the railroad now constructing to Tybee will pass near and in full view of it, about two thousand feet to the south.

Above Fort Pulaski, on the same shore of the river, only two miles below the city, is located

"FORT OGLETHORPE."

Known until quite recently as "Fort Jackson," previous to that as "Mud Fort." The land was originally conveyed to the United States by Nicholas Turnbull, by deed dated May 16th, 1808,

and is described in said deed as wharf lot known by the number 12 situated at New Deptford, formerly known as Five Fathom Hole, on the Savannah River east of the city of Savannah.

Jurisdiction was ceded to the United States by the act of the Legislature of the State of Georgia, making a general cession of jurisdiction approved December 22nd, 1808. The earliest drawing on file is dated 1821, and shows Fort Jackson of that date to have been very similar to the present work.

General [then Lieutenant] J. K. F. Mansfield with a letter dated January 24th, 1835, transmitted a drawing showing the condition of the work at that time, on which there are memoranda stating that the fort was destroyed by fire about two years previous to that date. The rebuilding was commenced in 1842; from this it would appear that occupation [except in a general way] has not been continuous.

These two forts constitute the principal objects of attraction on the water route between the Island and the city as they will also by the Railroad route. The quarantine station off the oyster beds, and the light houses and beacons, form a series of interesting objects that render the trip pleasant and diverting, while an occasional alligator, detected basking in the sun, on the marshes along the shore, serves to stir up a little excitement and lend variety to the occasion.

The trip to Tybee by steamer, while quite enjoyable, occupied too much time and though its attractions as a delightful resort were recognized and appreciated; though every season its visitors were numbered by thousands, yet it was conceded that it could never attain that degree of popularity which it promised, until communication was reduced in time to the minimum.

Captain Purse, the owner of the Island, whose management, the first season, after coming into possession of the property, gave it the greatest boom it had ever enjoyed, quickly perceived that the next great necessity for Tybee was a railroad from the city, by which the distance would be reduced and the time between the two points brought within thirty minutes. He had already extended the road on the Island a mile, and had introduced a locomotive for conveying passengers from steamboat landing to hotels, for which mules had heretofore done service. The idea of a railroad direct from Savannah to Tybee had been sug-

gested years ago, but it was never seriously entertained, or took positive shape, being regarded as impracticable and too expensive. Captain Purse, however had his own conception of the enterprise, and after a careful study of the subject became firmly convinced that such a road was not only practicable and feasible, but of easy construction and not more expensive than the average of roads. To conceive, with him, was to execute, and he immediately secured the services of Capt. John Postell a prominent railroad engineer, had an accurate survey made and a line mapped out. The surveys demonstrated the practicability of the railroad scheme, and the next move was the procuring of a charter, and the organization of a company. The presentation of the scheme for the constructing of the road by Captain Purse assisted by Captain Postell, with the result of the experiment, which had demonstrated the feasibility of the enterprise, at once enlisted the attention of capitalists.

SAVANNAH AND TYBEE.

The company was incorporated in November 1885, under a very liberal and perpetual charter granted by the Legislature of Georgia, and contract was made with a prominent northern Railroad contractor, Mr. T. B. Inness, to construct the line and complete it by April 1st, 1887.

BREAKING GROUND.

On the 9th of August, 1886, the initial move in the construction of the Savannah and Tybee Railroad was taken in the presence of a large number of prominent citizens, including the stockholders of the company, city and county officials, and officers of the other roads centering in the city.

The starting point was selected about three hundred yards south east of the mansion on Deptford plantation, about a mile and a half from the city, one of the most noted rice plantations along the coast in the palmy ante bellum days commanding from a high bluff a full view of the river and city.

Just southeast of this mansion, the point was selected for starting the

NEW LINE TO THE SEA

and the scene presented the 9th day of August, 1886, will be remembered by all who were present. The President of the Company, Captain D. G. Purse, who had worked so assiduously, and overcome so many obstacles in the carrying out of the scheme which he deemed feasible, was conspicuous in the assemblage. It was a great day for him; he was at last to see the initial step taken in the accomplishment of his grand plan for the fullest development of Tybee Island, and the intermediate points along the river. Divine blessing was asked upon the enterprise by Rev. Dr. Isaac P. Mendy, Rabbi Mickva Israel Congregation, and then Master Thomas Purse, son of the President, stepped forward with his miniature silver spade, dug close to the line and threw out the first spade full of dirt. Just half a century previous his grand father, the late Honorable Thomas Purse, had performed the identical work in the construction of the now great and mighty Central Railroad of Georgia, in the building of which he took an active and conspicuous part.

Active work was commenced immediately after the breaking of ground; under systematic management it has progressed rapidly, and it is probable that before the 1st of April, 1887 cars will be running on the line.

The road enters the City at its Eastern extremity and will arrange street line connections with all parts of the city including hotels and depots, for the rapid reception and delivery of passengers.

A BEAUTIFUL ROUTE.

There will be no road in the country more delightful to travel over than the line from the Forest City to the Seashore. It will be nearly free from dust. For the greater part of the distance,

the river is in immediate view, and after passing Causton's bluff, the route is open to the free sweep of the breezes from the ocean for ten miles.

The country through which the road runs is not only beautifully picturesque, but has many points of historic interest.

DEPTFORD.

The spacious grounds of Twickenham, Bruton Hill, Deptford, Causton's Bluff and Mackey Point plantations present conspicuous attractions to the northern tourist especially. This is particularly the case with that portion of Deptford traversed by the road, which affords lovely spots for picnics and other gatherings.

The numerous, magnificent, stalwart oaks with their mammoth limbs, beautifully and gracefully draped with the soft moss constitute a grove of surpassing loveliness equaling in grandeur the far famed avenues of Bonaventure.

A stroll through one of these groves is a treat that will be keenly enjoyed and appreciated by every true lover of nature,—for it is here we see the wonderful handiwork of Nature's God.

The topography of the land in proximity to the road is varied, and the pleasure seeker's eye is delighted as the train rushes by over the smooth steel rail, with views of sloping hills, and lovely dells teeming with the luxuriance of forest growth and in summer waving grain.

CAUSTON'S BLUFF

Is probably the most conspicuous, and interesting point on the line, and few prettier or more romantic spots can be found anywhere.

A LOVELY GROVE.

The grove at this bluff is undoubtedly the grandest and loveliest to be found anywhere in this immediate section.

It is composed of magnificent live oaks of mammoth proportions, whose stalwart limbs are clothed in the Spanish moss, which is so generally admired by all strangers. One could almost imagine that it had been designed and laid out by a skillful landscape gardener, the arrangement is so artistic.

The grove however is of natural growth, and the beautiful arrangement is of nature's cunning hand, save the heavy battlements in which man has encased it, of which we shall speak further on.

AN UNFORTUNATE LOVE AFFAIR OF THE OLDEN TIME.

Is connected with the history of the bluff, named for John Causton, the owner, and contributed in no small degree to the failure of the ministry of John Wesley in Georgia.

This love affair was with Sophy Williamson, niece of Mr. Causten, who was a bailiff, in the progress of which Mr. Wesley mixed himself up with men who took advantage of his simplicity, willfully perverted his words and deeds, and thus placed him at a great disadvantage before the people, causing him to leave the colony and return to England.

It was at this bluff that immense fortifications were constructed in 1862, by the Confederate forces, with the purpose of preventing the advance up the river of the Federal gun boats, thus taking the place of Fort Pulaski on the inner line of defense, after the surrender of that fort.

These fortifications were constructed under skillful engineers as the bluff was regarded as a very important point commanding the Savannah river and the approach to the city from Thunderbolt, as well as by way of the Islands in front of it. These fortifications are about the only ones in the vicinity of the city that remain intact, the others having been leveled in the march of progress, and their once war-like sites are now adorned with beautiful residences, the peaceful, happy homes of a prosperous people.

In the latter part of 1862 there was quite a lively little skirmish at this point. As you glide over the rails nearing Causton's bluff, cast your eye to the east and you will notice Whitmarsh Is-

land, which was covered by the batteries at Causton's bluff, mounted with three thirty-two pounders and three small batteries.

After the capture of Fort Pulaski, a detachment of Federal soldiers in small boats, worked their way through the creeks and outlets to Whitmarsh Island, their gun boats having advanced as far as Gibson's Point.

The 13th Georgia were at Causton's bluff and early one morning, while the detachment on duty, under Captain Richardsone, were at breakfast, an attempt was made by the Federalson Whitmarsh Island to surprise them and capture the batteries. Fortunately the movement was discovered; the Federals with cheers were dashing over the narrow bridge connecting Oakland and Whitmarsh, and in a few minutes would have been upon the batteries; Captain Richardsone quickly perceived the danger and rushing with his men to one of the guns, changed its position, and gave the boys in blue a lively welcome with shell, which they received with heroic fortitude, making a gallant fight for the position.

They were, however, unable to stand the terrible shelling and fled precipitately, seeking the protection of their gun boats, and leaving in the hands of the victorious Confederates, their gallant Lieutenant who had led the splendid sortie.

There were several other skirmishes at and near the bluff, but no serious demonstrations. The spot however possesses features of interest, and the fortifications enclosing the magnificent grove will especially be viewed with curiosity by strangers.

Passing Causton's Bluff, the road makes a graceful detour and at the end of the curve strikes Wilmington River, which is to be spanned by a substantially constructed iron draw-bridge, two hundred feet long, having two openings eighty-two feet each. From this point on the island passengers not only have the invigorating influence of the ocean breeze, but an uninterrupted view of the broad expanse of water nearly to the sea buoy, and can enjoy the sight of splendid steamships and craft of every description, inward and outward bound.

The line running along McQueen's marsh, south of the south channel of the river, with St. Augustine creek and Tybee River on the south, commands a full view of Warsaw Sound.

The scenery between St. Augustine and Larazetto creeks, a distance of eight and one third miles, is kaleidoscopic in character, the glistening waters of the Savannah river, St. Augustine creek and Tybee river on either side, dotted with white winged saucy crafts, the stately steamships, the trim barks; while just beyond to the south the eye is pleased with the sight of fertile islands clothed in beautiful verdure, attractive in their lovely woods, and blossoming with the products of their fertile soil—while to the north can plainly be seen Fort Oglethorpe and Fort Pulaski.

After crossing Lazaretto creek, at King's landing the road continues on a circuit in rear of the front hills of the beach and thence around the island, passing through the village of Tybee and direct to the south end, where a magnificent view presents itself.

THE SOUTH END

Where the railroad has its terminus on the island, is one of the most charming spots imaginable, and will be the site of the second and large hotel. A number of handsome cottages will be erected at this point in vicinity of the hotel, and there will be facilities provided for those who prefer river bathing to buffeting with the vigorous surf.

A YACHTING COURSE.

At South end there is also a splendid course for a Regatta, and the intention is to have several during the season. There are a number of splendid yachts owned in Savannah, and yachting is a favorite and popular pastime. A Regatta on Tybee inlet would prove a magnificent sight, as from the hotel and cottages a complete view can be had of the entire course. Doubtless those of Savannah's northern visitors who have their private yachts will bring their crafts with them, and sojourning at Tybee will have every opportunity for enjoyment.

At present, the Ocean House capable of accommodating two hundred guests, is the largest hotel on the Island and from its broad verandas the broad ocean spreads out in illimitable space.

ANALYSES.

Below we give the several analyses of the water of the artesian wells at Tybee.

CERTIFICATE OF ANALYSIS.

NEW YORK, August 11, 1895.

SIR:—The following are the results of my analysis of the sample of water submitted to me for examination:

Appearance in two foot tube, Clear, very light Straw Color.

Odor, none. Taste, none.

Grains in one U. S. Gallon of 231 cubic ins.

Chlorine in Chlorides	0.7231
Chlorine equiv. to Sodium Chloride	1.1920
Phosphates	Faint traces
Nitrites.....	None
Nitrogen in Nitrates and Nitrites	0.0134
Free Ammonia.....	0.0026
Albumenoid Ammonia.....	0.0055
Hardness equiv. to Carbonate of Lime	} Before Boiling 5.0327 } After Boiling..... 3.7715
Soda	
Potassa.....	1.3464
Lime.....	0.1844
Magnesia.....	1.8142
Oxide of Iron and Alumina.....	1.0322
Silica	0.0233
Sulphuric Acid (Soz).....	2.4902
Equiv. to Sulphate of Lime.....	0.5691
Organic and Volatile Matter	0.9675
Mineral Matter	0.5832
Total solids at 110° c.....	6.4152
This water is remarkably free from all evidence of contamination.	

Respectfully, your obedient servant,

C. F. CHANDLER, PH. D.

To Mr. D. G. PURSE, President Savannah and Tybee Railway Co., Savannah, Ga.

CHARLESTON, SO. CA., Sept. 8th, 1885.

Material, a sample of "Artesian Water" received by express from Capt. D. G. Purse, Savannah, Ga.

It contains of solid constituents, held in solution and left as residue on evaporation, 11 $\frac{40}{100}$ grains to the U. S. gallon.

These consists in parts of	Grains to U. S. gallon.
Magnesia	1.108
Lime	1.749
Chlorine	0.625
Sulphuric Acid	0.758
Silica	2.682
Carbonic Acid	1.170
Alkaline Metals (not determined)	—
Nitrous and Nitric Acids in undeterminable traces	Copper, Lead
and Iron	none

Its hardness is :

Temporary hardness (i. e. removed on boiling)	5° (English)
Permanent hardness (i. e. remaining after boiling)	2½° “
Total hardness	7½° “

Which represents 6½ grains to the English gallon of lime and magnesia salts ; or 5 grains to the U. S. gallon.

Analyzed by Wanklyn's method it contains of

Free Ammonia	$\frac{8}{100}$ ths	} of one part in one million parts
Albuminoid Ammonia	$\frac{6}{100}$ ths	
		$\frac{14}{100}$ ths. Total Ammonia.

Analyzed by Frankland's method, it contains of

Organic Carbon	$\frac{86}{100}$ ths	} of one part in one million parts
Organic Nitrogen	$\frac{12}{100}$ ths	
		$\frac{98}{100}$ ths sum of organic carbon and nitrogen.

This should be regarded as a perfectly good and potable water anywhere ; it is certainly the best artesian water that I have obtained from this section—and I have examined a large number. The content of chlorides and of total solids left on evaporation, is small. The hardness is not sufficient to be objectionable. And it is remarkably pure as regards its content of organic matter.

Very respectfully submitted,

CHARLES U. SHEPARD, JR.

BALTIMORE, Sept. 21, '85.

Result of analysis of a sample of Artesian Well Water presented me by Capt. D. G. Purse, Savannah, Ga. Marked: "From Tybee."

Appearance: Perfectly clear, colorless and odorless.

Free Ammonia	Milligramme per Litre	0.02
Albuminoid Ammonia		0.04
Solids, Grains per Imperial Gallon		11.7536
a. f. Chloride Sodium		1.6880
Sulphate “		1.6000
“ Magnesium		0.0522
“ Calcium		0.8100
Phosphate Calcium		Traces
Carbonate Calcium		3.1232
“ Sodium		1.2220
Silica		2.0350
Feccic oxide		0.0230
Volatile Solids		1.2002

The small amount of Chlorine, Free and Albuminoid Ammonia entitles the water according to Wanklyn to be classed fully as "Pure" and I do not hesitate to pronounce it a perfectly good wholesome drinking water.

Respectfully,

G. E. LEIBIG.

ATHENS, GA., June 6th, 1885.

Capt. D. G. Purse, Savannah, Ga.:

DEAR SIR:—I have examined a sample of water from your Artesian Well on Tybee Island and obtained the following result:

Solid Matters Dissolved.	Grains per U. S. Gallon.
Carbonate of soda	6.1328
Chloride of sodium	1.4411
Sulphate of soda	2.1263
Sulphate of lime	0.7542
Sulphate of magnesia	0.0563
Carbonate of iron	0.0182
Silicate of soda	0.1232
Silica	0.0655
Organic matter and combined water	0.1022
Total solids dissolved	10.8198
Nitrates, free and albumenoid Ammonia practically none.	

H. C. WHITE.

Accompanying this analysis is the following letter from Prof. White, which will be read with interest:

UNIVERSITY OF GEORGIA, CHEMICAL LABORATORY, 1
ATHENS, GA., June 6th, 1885. }

Capt. D. G. Purse, Savannah, Ga.:

MY DEAR SIR—I enclose results of analysis of the Tybee artesian water. You will observe that it closely resembles, in the character and relative proportions of dissolved matters, the water from your artesian well in Savannah, but differs from this in the total contents of solid matter. The Tybee water is consequently of rather better quality. This is true artesian water of the very best quality. It is totally free of injurious matters, mineral or organic and is all that can be desired as an excellent drinking water. I have no hesitation in asserting my belief that you have secured an unfailing supply of excellent, healthful water.

I cannot tell you how greatly pleased I am at your success—it ought to revolutionize the sea coast country.

With kindest regards. Sincerely yours,

H. C. WHITE.

A MINIATURE GUIDE FOR THE CITY.

As of interest in this connection to travelers and visitors, a miniature guide is presented herewith giving the location and character of the various public buildings, the hotels, the steamship wharves and railroad depots.

HOTELS.

Screven House, corner Bull and Congress Streets.
Pulaski House, corner Bryan and Bull Streets.
Marshall House, Broughton Street.
Harnett House, corner Bryan and Barnard Streets.
Pavilion Hotel, South Broad and Bull Streets.
Commercial House, Bryan Street, opposite the Market.

PUBLIC BUILDINGS.

City Exchange, Bay Street, head of Bull.
Cotton Exchange, Bay Street, head of Drayton.
Custom House, Bay Street, corner of Bull.
Post Office, Bay Street, corner of Drayton.
Court House, Bull Street, corner of President and York.
Police Barracks, South Broad and Habersham Streets.
Theatre on Chippewa Square, Bull Street.
Telfair Academy, Telfair Place, Barnard Street.
Georgia Historical Society, Gaston and Whitaker Streets.
Telfair Hospital for Females, New Houston and Drayton Streets.
Savannah Hospital, Huntingdon Street.
St. Joseph Infirmary, corner Taylor and Habersham Streets.
Masonic Temple, Liberty and Whittaker Streets.
Odd Fellows Hall, Barnard and State Street.
Chatham Academy, South Broad and Drayton Street.
Market Building, foot of Barnard Street.
Oglethorpe Club Rooms, Bull and Broughton Streets.

PRINCIPAL CHURCHES.

Independent Presbyterian Church, South Broad Street.

First Presbyterian Church, Monterey Square.

Christ Church, Bull and Congress Streets.

Baptist Church, Chippewa Square.

Saint John's Church, Bull and Charlton Streets.

Lutheran Church, Bull and State Street.

Jewish Synagogue Mickva Israel, Bull and Gordon Street.

Trinity Methodist, Barnard and York Street.

Wesley Church, Abercorn and Drayton Streets.

Cathedral, Abercorn and Harris Street.

St. Patrick's, West Broad and Liberty, Street.

MONUMENTS.

In Johnson Square, opposite Pulaski and Screven Houses, is a monument to General Nathaniel Green of Revolutionary fame.

In Wright Square, a monument to W. W. Gordon, first President of the Central Railroad.

In Monterey Square, monument to Count Pulaski, who was killed at the siege of Savannah, 1779.

In the Park extension, monument to the Confederate dead.

In Madison Square, corner stone of monument, to Sergeant Jasper, laid in 1879. The design has been selected and the shaft will be erected about 22nd February, 1887.

OTHER POINTS OF INTEREST.

Immediately contiguous to Savannah, and within easy reach by rail and shell road are Isle of Hope, Montgomery, Beaulieu, White Bluff, and Thunderbolt. Each possesses peculiar attractions and until the development of Tybee, were the favorite resorts of Savannah. Near Thunderbolt, and of access by street car line, and fine shell road, is the Club House and grounds of the Savannah Yacht Club. At this point is also a fine trotting Park, with a half mile track.

SAVANNAH.

The City is beautifully laid out and is one of the, handsomest cities in America.

It abounds in numerous pretty parks, and possesses what no other city in the Union has, a magnificent park of thirty acres, almost now in the center of the city, with lovely walks, beautiful shrubbery and an immense fountain, a fac-simile of the celebrated fountain on the boulevard in Paris and which is the admiration of all strangers.

This sketch is especially intended as descriptive of Tybee, its resources, attractions and advantages as a resort both in summer and winter and its contemplated railroad connection with the Forest City and the above epitome of the principal objects and points of interest to strangers is merely given as an appropriate supplement to this narrative.

In conclusion, the author would say to those who seek the Sunny South, for recreation and pleasure, health and knowledge their pilgrimage will be incomplete without visiting Tybee—the beautiful Isle, whose shores are washed by the mighty ocean on one side, and the placid waters of the Savannah and its tributaries on the other.

FINIS.



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